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**The Sun.**

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If our friends who favor us with manuscripts and illustrations for publication will send them to the editorial department, we will be glad to accept them for that purpose.

TELEPHONE, BEEKMAN 2200.

One of the Other Most Go.

Congress voted \$750,000,000 for the shipbuilding programme of the Government, a war measure of the greatest urgency.

This is more money than it cost to run the entire machinery of the United States Government for the year 1916, the war year which saw the battle of Gettysburg. Tremendous, however, as is this single item of proposed expenditure, it is not out of proportion to the magnitude of the war need for which the money has been specifically appropriated.

For days and weeks past growing into months the purpose of the Government and the vital interests of this nation and its hard pressed allies have been defeated by the administrative clash between General GEORGE WASHINGTON GORTHALES, general manager of the Emergency Fleet Corporation, and WILLIAM DENMAN, chairman of the Shipping Board. The chronic quarrel in its multitudinous symptoms is with us all the time; the ships to be produced by the cooperation of General GORTHALES and Mr. DENMAN and his board appear to be at least a year away in the direction of the Greek islands.

The situation is a scandal to the country and it is intolerable to common sense.

Columns of discussion of the whereabouts of the blame, volumes of expert opinion on the various questions in controversy between the two men and their respective adherents, will bring the ships no quicker while the personal conflict continues with its deadlock of opposing and apparently irreconcilable wills.

The responsibility for the continuance up to the present time of this situation, so unnecessary and so disarranging, is with the President of the United States. He alone holds the key to the deadlock. If he has hesitated to use more than palliatives until now in his attempts to bring about a solution, it is no doubt because he has hoped against hope that harmony and cooperation might come at last without peremptory measures on his part.

And we are getting no ships. We are getting no prospect of ships so long as General GORTHALES and Mr. DENMAN are permitted to counteract each other.

The thing cannot go on. It is becoming farcical in one sense, tragic in another. It is high time for the President to act.

**New York's National Guard.**

The citizen soldiers of the Empire State stand to-day at the beginning of the road that leads to the trenches in France. The swiftness of their mobilization upon call, the small percentage of absentees, the high efficiency of the commands testify alike to the enthusiasm of the men and the careful provision of the military authorities of the State. About 2,000 men are still needed to bring the Guard up to full war strength, but it is believed that there will be no difficulty in getting this number by voluntary enlistments. Should they fall the gaps in the ranks will be filled from among those drawn in the selective draft.

Not since 1861 have the Guardsmen of New York faced so great an opportunity for patriotic service as to-day. That all save those who are in the coast artillery will see foreign service is a foregone conclusion. More and more it is becoming evident that the issues of this war, in so far as they shall be determined by military endeavor rather than by economic pressure, will be fought out on the battlefields of France. Puzzling as the recent political upheaval in Germany is, one fact stands out from it clearly substantiated—namely, that it was a victory for the militaristic elements. It portends harder fighting on the western front. It means that German militarism will think itself capable of winning the war, and that the proponents of peace are for the time at least to be harshly silenced.

France can go little further in supplying men to beat back the German advance—that is, if Germany attempts again to advance after nearly two years of sullen acceptance of a purely defensive policy. England and the United States must furnish the new soldiers to thwart any new activity on the part of the enemy, and finally to drive him back into his own territory. The National Guard of New York will be in at the death.

It is a high and priceless privilege that is offered to these young citizens

soldiers. They go as volunteers to fight for their country's defence against the menace of a military autocracy. But more. They go to fight for the loftiest political ideals that have ever entered the heart or mind of man. They are to write the later chapters of the American revolution. They are to put the seal of high approval on the good wrought by the French revolution. Their work on the fields to which they may be sent will largely determine whether or not the Russian revolution shall come a free, independent, progressive nation or whether the Russian people shall be whipped back into slavery by the Kaiser's legions. The continued endurance of the democracy of Great Britain and the United States will rest in no small degree upon their courage and devotion, and the very life of France hangs upon the success of the American arms.

In the Federal service these National Guard regiments will to some degree lose their identity. But not to New Yorkers. The affection and the pride of the people of their State will follow them wherever they may go. Their triumphs will rouse our plaudits; their losses will rouse our tears. And when the roar and rage of battle shall be over and they return in triumph, they will receive at the hands of their State and cities such a tribute as it is fitting should be given to those who have dared all in defence of their country and of human liberty the world over.

**A Prussian Symposium.**

A Leipzig newspaper, the *Illustrirte Zeitung*, in issuing a special interseebooten number has fallen back on our old friend the symposium to put pep into the subject. The Crown Prince, resting at the close of his great humane victory in forbearing to take Verdun, contributed a neat little piece of which this is a part:

"May our submarines ever float the German flag victoriously through the seven seas and teach respect for them as the last argument of kings!"

It is a wish, but not a promise, much less a statement of accomplished fact. As for the U-boat being the last argument of kings, are the British destroyers in the debate without a royal license? The Prince might have taken lessons in the art of the symposium, if not in the science of fighting, from VON HINDENBURG, who wrote:

"The submarine warfare works; enough said."

Equally brief was that other veteran, VON MACKENSEN, the handsomest Prussian General who has not won much of anything lately:

"Unterseeboot, England's Tod."

Manifestly the soldier with the beautiful mustaches is no match for KIPLING, or even GEORGE SYLVESTER VIERCK. MACKENSEN may have thought that he was writing in a child's album.

Admiral CAPELLE's contribution contains the information that the submarine, "in conjunction with our victorious army, will smash England's determination to destroy us and that we shall victoriously come through the fight forced upon us." Perhaps lack of space prevented the Admiral from adding that Belgium started the war.

Another Admiral, VON SCHROEDER, has written with that caution which attacks so many men who are thinking of future histories:

"The submarine war shows the high strategic value of the Belgian coast."

It also proves that water seeks its level, that the earth is approximately round and that the moon is not made of Limburger. The school books will speak of the author as SCHROEDER the Unconquered.

Listen, however, to the greatest of the advocates of unlimited submarine warfare, for VON TIRPITZ speaks:

"We must not expect to achieve against a tough and determined enemy such successes in a short time as can actually only be attained with the aid of equal toughness and determination and after a hard struggle."

What has gone to the fierce old man's head that he utters such nonsense? The very thought of suggesting that anybody except the Germans can be tough and determined is treason. In his last public speech BETHMANN-HOLLEWEG uttered that sort of talk, weak suggestions about waiting for the other fellow to crack, and where is he but out? If Tirpitz's frightfulness has oozed away he is no more good to his imperial master than a pair of whiskers.

#### The House of Windsor.

In taking the name of the House of Windsor the British royal family identifies itself with a place which has been the seat of English kings since WILLIAM THE CONQUEROR; in fact the Saxon kings had a residence before the Norman Conquest at Old Windsor, two miles away. The present castle is not the one that the Conqueror built; that was replaced by EDWARD III. The structure as it stands to-day is mainly as renovated under GEORGE IV. In fact, the walls were then heightened and a flag tower added by the court architect, Sir JEFFREY WYATVILLE.

EDWARD III. selected the site for the castle when he rebuilt it about 1344 "because, according to a legend quoted by the chronicler FROISSART, it was on the summit of the mound that King ARTHUR used to sit surrounded by his Knights of the Round Table."

Windsor has always been the chief residence of English sovereigns. Many of them are buried there in the vault below St. George's Chapel. Perhaps no English view is more familiar to Americans than the picture of the castle taken from the Thames.

The fine old Berkshire name will confer lustre upon the house that assumes it. Nothing could add lustre to the name of Windsor itself.

#### Setting the I. W. W. Straight.

In dealing with the Industrial Workers of the World it is highly desirable that the nature and purpose of their organization should not be forgotten.

They compose a revolutionary association pledged to destroy government and to tear down society by any and every means within their power. The Industrial Workers of the World practice sabotage, robbery, arson and murder for the furtherance of their aims. They do it openly and make no hypocritical pretence of being law abiding or law respecting. They are direct actionists, and are proud of their programme and the methods of violence they follow.

This organization was not invented by the Imperial German Government, and is not particularly interested in the performances of that league for legal killing. Nevertheless, the Industrial Workers of the World would accept for their own uses any money the Imperial German Government might deem it wise to bestow upon them, and would allow the agents of that Government to cooperate with them in crippling and injuring the United States in any manner that might appear practicable.

So it may be that the Industrial Workers of the World are now, in the prosecution of their own plans, doing Prussia's work; and they may be getting paid for it. But primarily they are carrying on their own revolutionary schemes; and if they should succeed here, it is comforting to know that the Industrial Workers of the World would not become docile servants of the Kaiser, but would straightway undertake to destroy his Government.

#### The Coming of the Kilt.

Men have fought and fought well in neither garments that were not bifurcated. Many of the Greeks, the Albanians, Serbians and more primitive Balkan peoples wear kilts. The Arab and other tribes of the desert have the burnoose. Our own red Indian fought better in a breech clout than he did after we shamed him into trousers. And as for the dash of the Highlanders, it pervades all history from Cluiddon and Lucknow down to the latest British drive.

Yet for civilian purposes we emphatically spurn and repudiate the kilt. Young Spartans were encouraged to display their physical charms, but this is not Sparta. To draw it mildly, the knees of the city man seldom bring to mind, let us say, the Winter Garden chorus. Though trousers bag, it is better to press and press again than to expose the bony joints that bagged them.

#### Sectionalism in the Draft.

The charge that the figures of the draft census have been so juggled as to throw a wholly disproportionate share of the liability to military service upon the people of the Northern States is too serious to be dismissed lightly.

Exposure of the intrigue seems to have been free from any partisan incentive. The fault, if it exists, lies with Democratic officials in Secretary REIDFIELD's department. But the first Senator to give specific expression to the charge that the census figures had been deliberately falsified was POMERENE of Ohio, an Administration Democrat. His assertions were echoed by REED of Missouri and by the Republicans LOGG and BRANDRIDGE. The Senate was so far from scenting partisanship in the allegations that it at once called upon Secretary REIDFIELD to report upon the methods employed in the Census Bureau to produce such extraordinary results.

American municipalities are not accustomed to protest against being officially credited with a superabundant population. They all aspire to bigness. Even New York is not exempt from that form of vanity. But when its population was suddenly boosted 708,000 over the highest estimate heretofore made the authorities were at first puzzled, then puzzled, then rudely awakened by recognition of the fact that they would have to furnish conscripts to represent the 708,000 non-existent New Yorkers.

The law provides that "quotas for the several States, Territories and the District of Columbia, or subdivisions thereof, shall be determined in proportion to the population thereof."

Senator POMERENE claims that the population of Ohio has been overestimated by not less than a million. Canton, he claims, is given twice the population it possesses; so also Akron. Cleveland has about 300,000 added arbitrarily to the number of its people. Across the State line Detroit, not adverse to bragging of the growth the automobile business has brought it, has not the nerve to accept the more than 1,500,000 people Secretary REIDFIELD's ready reckoners allot to it. From the Governor of Connecticut comes the complaint that the population of his State has been overestimated by more than 300,000, with the result that it will have to furnish nearly 4,000 more soldiers than its rightful quota.

Southern States and cities seem to have been estimated less generously. Few are credited with any growth since the census of 1910. Some, indeed, are given even smaller populations than were reported at that time. Kentucky, for example, is given 200,000 less population. The injustice of this procedure is made the more intolerable by the fact that even where their population is estimated with reasonable accuracy Northern States include a great number of aliens whose presence raises the quota of soldiers to be furnished, though they themselves

are exempt from service. The South is not thus burdened.

The indignation expressed in the Senate over this apparent effort to introduce sectionalism into the plans for raising the new national army is justified. If it were the first instance of effort to shield the South from its fair share of the burden of the war it might be looked upon as accidental. But since Mr. CLAUDE KITCHEN has assured his followers with the frank statement that his revenue bill was intended to bear most heavily on the North and East, the sectionalism of the House has ceased to be a matter of suspicion.

Explanations from Secretary REIDFIELD and Census Chief ROGERS cannot come too fast or too full.

#### Warning to a Man About to Relieve His Feelings.

Amsterdam hears that THEODORE VON BETHMANN-HOLLEWEG, lately Imperial German Chancellor, will retire to his estate in the suburbs of Berlin and devote part of his leisure to historical work.

We hope he will not be so imprudent as the father and mother of the present German Emperor.

The Emperor FREDERICK III. died on June 15, 1888, survived by his wife, who had been the English Princess Royal, Victoria. The widow was reported to be about to publish certain memoirs left by her husband. As a result almost the first act of the present German Emperor was to surround his mother's residence with soldiers.

After a while BISMARCK convinced WILHELM II. that arresting his mother was a poor expedient. She was a proud woman, declared BISMARCK, and would circumvent such restraint. "But the money, sire, who can resist the money?" So WILHELM sent away the guard and threatened to cut down his mother's allowance if she revealed any disagreeable secrets.

BETHMANN should be careful to tear up all the scraps of paper as fast as written upon.

The lottery wheel in Washington is going to draw a crowd.

Why not send GORTHALES and DENMAN to the Irish convention?

If matters continue as they have been going the last two weeks the country may get food conservation without the law.

MICHAELIS seems to be undersized for the job of rolling Germany on a barrel.

Petrograd bank clerks have revolted against wearing coats in working hours during the sultry season. It is reported that in one financial institution a clerk raised a banner inscribed "Be free like Americans! Take off your coats!" and straightway the coatless revolution was accomplished. But a survey of Wall Street at this season might suggest that Russian ideas of American freedom are too confoundingly rosy.

VON REINSTRÖM is to be sent to Denmark. Give Denmark ninety days to join the Allies.

Why not a letter to the Yaphank mosquitoes warning them of the wickedness of excessive profligacy?

Secretary DANIELS's five mile belt about the new army camps to keep away menaces to the health and morals of our soldiers won't operate against Yaphank's mosquitoes.

The Evening Post eloquently credits the war with the rejuvenation of the middle aged. "The photograph of father in his study," it says, "has been supplanted by a dashing view of father drawing his sword. Into lines almost too regular has come the tang of the unknown." Obviously a misprint. The "tang of the unknown" must have been meant. "Too Much Mustard" had sentility so far banished in 1913 that when war times came the old boys were ready to dance to "Tipperary," as they are now ready to march to it. Give Tierschopfer her dues for heading off the inroads of age before Mars saw the importance of the job.

An employee in the Census Bureau who should be drafted might prove himself indispensable in his particular line of work, but could he prove the work itself indispensable?

The Panama Canal was a one man job, but we hope that its builder is not a one job man.

The Kristianiafjord, spoken of in an editorial article yesterday as belonging to the Scandinavian-American line, is an inconspicuous constellation, which may be found this evening, around the hour of 9, just north of the zenith. After all, despite the fact that it is inconspicuous, the beginning and the end of this constellation can be found without much difficulty. This constellation is named "Draco," the Dragon, and "Lambda," its tall star, lies between the "pointers" of the Great Dipper and Polaris, the north star. That is, the "pointers" point in the general direction of Lambda. Lambda is of course an inconspicuous star, as indeed are all the stars of Draco. Yet, having found Lambda, we can follow the remarkable meandering of the rest of the constellation southeast, northeast, then southward.

Starting from the tall star, Lambda, the stars trending in a southeast direction are Kappa, Alpha and Iota—Alpha or "Thuban" having been our northern pole star several thousand years ago. From Iota, the northeastern stars are Eta, Zeta and Delta; while the southward stars are Chi, Gamma and Beta. There are other stars, but the ten mentioned are those which seem to present the meandering outline of a dragon. The whole constellation lies south of the constellation of Ursa Minor, which contains Polaris, the north star. The stars Chi, Gamma and Beta form the "Jaws" of Draco, a triangular outline, the most noticeable part of the constellation, which faces the dim constellation of Hercules.

Draco is of course not as interesting, astronomically, or dramatically, as Ursa Major, which sparkles just westward of it; but the present high position of Draco places most of it above even the spires of churches. And to see its "Jaws" yawning fiercely toward belligerent Hercules we are not obliged to climb to our roof tops.

CHAS. E. HOLMES.  
Newport, July 17.

On the Road to Lemberg.

To the west of Bohorodsch, on the Grabovka-Krivica line, the enemy is holding back our advance. Petroski statement.

To the west of Bohorodsch.

On the Grabovka-Krivica line, there are considerable advances. Just to see that I get into. So I am going to look on Lemberg. And to Brussels I pray.

"Get you on, you Slavic soldier, To a place that I can say."

"To a place that I can say, In my simple Gothic way, When I open up my paper For the war news of the day."

A. M. F.

#### MEN FOR OUR SHIPS.

They Can Be Trained in Essentials if Put Aboard a Windjammer.

To THE EDITOR OF THE SUN.—Sir: Much truth appears in your article "Ships and Men," and many a pleasing picture is recalled of steering "full and by," the weather leech of the main royal adfuter and decks glistening with spray. In a ten knot breeze, say, the man at the wheel sees and feels the ship respond instantly to the smallest movement of the wheel. Talk about riding a racehorse. Oh, boy! But steering far south of the Cape of Good Hope "running down your easting" is quite another matter. Steering with a heavy wind and heavy sea is a job calling for strength and judgment, the ship pivoting on every wave.

I am very strongly of the opinion that the only genuine "name blown in the bottle" sailor is the man who has learned his calling in windjammers, both fore and aft and square rigged craft, especially deep water vessels. All others may be seamen, but not sailors. Support your steamer has long or broken its propeller. Your real sailor can rig up a few tarpaulins or other cloths and get somewhere; otherwise the vessel is entirely at the mercy of wind and wave. This very thing was done a few years ago by a British shipper whose tramp was disabled in the southern ocean, circling the globe, and the White Star line's training ship *Mersey*, I believe, in my time at sea, 1887-92, steamships carried yards, but nowadays all they have is two or three pole masts, and those more for signalling purposes than anything else. Nowadays we have plenty of seamen sailors, but comparatively few sailors.

Now that the war has brought about a temporary renaissance of the old square rigged sailing ship, the lack, as you correctly state, is crews of sailors. But this lack under proper conditions ought to be remedied in part in a month or two at most. Not that you can take the raw material and make sailors out of them in that time, but in that time a landlubber can be made a fairly efficient "hand" in pulling and hauling and reefing and steering, &c. Take some old square rigged ship, put a few real sailors in her as instructors, and the necessary officers, and in a month or two you will have a crew of sailors. A few weeks offshore will do the rest. In my time "belaying pin" sound, with a little "rope's ending" on the side, accelerated remarkably the absorption of nautical knowledge of the practical kind. Of course, with Fra. Josephus in charge of the Navee, such things would not be proper.

Learning the names and locations of the 300 or more ropes on a ship is not necessarily a hard task. Braces, halliards, downhauls, clewlines, buntlines, leeclines, sheets, tacks, lifts and other constituents of the running rigging, and likewise the standing rigging, are all arranged according to a system that is simplicity itself. Ropes that belay at the rail on the bulwarks and ropes that belay at the fire rail at the foot of the masts; ropes that are rove through fair leads in a certain order, are all easily identified when one knows the system. The pressure on these ropes of education is entirely unfitted for use under different conditions, and on the darkest night with all kinds of confusion let loose the right rope is reached. A knowledge of the standing rigging is much easier to acquire. Of course splicing rope and wire, serving and the other hundred and one things that the A. B. must know will take time, but that is knowledge apart from the mere "working ship."

What we need very badly in this country is a training ship. That is a ship on the order of the one maintained by Japan, illustrated in THE SUN a few Sundays ago. The Newport, operated by the New York State Board of Education, is a training ship, but it is a sailing ship, not an up to date steamship. Much of what a real sailor should know cannot be learned on such a craft. Given a full rigged sailing ship with auxiliary power and you have the most efficient and economical vessel for training purposes.

And yet the Government has no training ships for the merchant marine. We are entirely outclassed by every other maritime nation in the world. It is time we awoke from our lethargy of half a century and resumed that place on the seven seas that we held before and for some years after the 1840's. We should be training our boys to sail ships, and if we set our minds upon the task and incident soon.

But, incidentally, there is a great difference between a deck "hand" and a sailor, and you cannot make the latter without giving him a course in a square rigged windjammer—that is my belief. When you have got to a real sailor you have an asset of the greatest value to himself and the flag under which he sails.

W. H. PALMER.  
JERSEY CITY, July 16.

#### A DRAGON OVERHEAD.

From the Tip of His Tail He Sprawls Carelessly Over the Sky.

To THE EDITOR OF THE SUN.—Sir: There is a long and meandering constellation, an inconspicuous constellation, which may be found this evening, around the hour of 9, just north of the zenith. After all, despite the fact that it is inconspicuous, the beginning and the end of this constellation can be found without much difficulty. This constellation is named "Draco," the Dragon, and "Lambda," its tall star, lies between the "pointers" of the Great Dipper and Polaris, the north star. That is, the "pointers" point in the general direction of Lambda. Lambda is of course an inconspicuous star, as indeed are all the stars of Draco. Yet, having found Lambda, we can follow the remarkable meandering of the rest of the constellation southeast, northeast, then southward.

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CHAS. E. HOLMES.  
Newport, July 17.

#### THE WHITE LIGHTS.

Should They Be Curtailed as a Measure of War Economy?

To THE EDITOR OF THE SUN.—Sir: "E. W. B." calls attention to the fact that much fuel is wasted in the unnecessary use of gas and electricity by persons who neglect to turn off the lights in hotels, offices, &c., when they leave their rooms.

The electric signs, particularly on Broadway, are a source of waste which your correspondent overlooked. They should be radically curtailed for the period of the war for the sake of conserving the coal supply, which is needed for much more important purposes.

If every one would try to get along with a little less light it would help greatly in the aggregate to conserve coal.

H. W. S.  
ENGLEWOOD, N. J., July 17.

On the Road to Lemberg.

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A. M. F.

#### DEHYDRATION AGAIN.

Without Spinach Other Vegetables and Fruits Would Be Welcome.

To THE EDITOR OF THE SUN.—Sir: Mr. F. C. Wheeler's letter on dehydrated foods, timely and interesting as it is, seems to me not quite to meet the point presented in THE SUN editorial article, "Mr. Lever's Great Opportunity," to which it was a rejoinder. As I recall the editorial I urged an investigation by the Department of Agriculture of a new food dehydrating process which, it is asserted, will preserve fruits and vegetables at small cost with their flavors and food values unimpaired in quality, undiminished in quantity.

Mr. Wheeler thinks the "cost of preparation" for cooking dehydrated foods, consumed in cooking and labor may offset the saving in the original cost of dehydrated products."

It is regretted that he gives no figures as to the cost of dehydration or preparation for cooking. Articles have recently appeared in the press stating that the cost of dehydrating is small, of preparation for cooking nothing.

But what interested me most in Mr. Wheeler's letter was the fact that he mentioned not one single fruit, and only one vegetable, spinach. This truly respectable vegetable which he thinks could not be dehydrated economically he mentions no less than six times, irretrievably recalling ex-Artilleryman Barker's caution to Mr. George concerning the soldierly Mrs. Bagnet: "Wait till the greens is off her mind."

The impression I received from reading THE SUN's editorial article was that if the new process were a success it would have in winter, even if not fresh spinach, beans, carrots, parsnips, beets, radishes, celery and the whole list of summer fruits—apples, pears, peaches, apricots, cherries—at small cost, food values and flavors unchanged.

If this were so, how little the absent greens would weigh upon our minds!

BROOKLYN, July 17. CON SOMAT.

#### RED CROSS WORK.

No Amount of Private Endeavor Will Displace the National Effort.

To THE EDITOR OF THE SUN.—Sir: I write the following not in the least to cavil with those magnifying the Red Cross, but in an earnest desire to obtain information.

There was an appeal made by the nation to the nation to help our boys who were going out to serve their country. One of the posters read, "If you can't go, help those who are going. Give to the Red Cross." This was certainly asking for money for our own boys to give them aid and comforts.

There was an immense reply to this and over \$100,000,000 was donated.

Now, what are they doing or going to do with this? The different hospital units seem to be supplied by private subscriptions. The women making knitted articles are paying for the wool, and if they buy it from a relief association they pay just about double what it costs at the mills. The soldiers are to be fed in transit by private subscriptions.

Everything seems to be supplied just as it was before by individuals.

I am most anxious to do my full share both in contributions and in work, but if I want these to aid our own boys I should like to see through a hospital unit, the American Ambulance Service or to the Red Cross.

Does it not seem that a full explanation or a detailed account of what they intend to do and of what is being done would aid the decision of many who are now filled with the wish to help, but who are hazy as to just what to do?

M. B. MITCHELL.  
NARRAGANSETT PIER, R. I., July 16.

The Red Cross will accept money for any designated form of relief. In making your gift you need only specify the use to which you wish the money put.

#### LONDON'S STARVATION.

Only Nine Courses in a Dinner Priced at Seven and Six.

To THE EDITOR OF THE SUN.—Sir: I enclose a dinner menu advertised in a London paper just received. Romanoff is one of the better class London restaurants, where the service compares with any of our first class restaurants. I doubt if one could get a dinner like this in New York for double the price.

And yet the Germans are led to believe that the English are starving and that their U-boats are winning. W. C. S.  
NEW YORK, July 17.

ROMANOFF.  
SEVENTH ST. 6th DISCH.  
JULY 1, 1917.

Hors d'Oeuvre.  
Consommé en gelée.  
Creme de Laitue.  
Suprême de Sole Mathilde.  
Sole d'Anglaise saumonée.  
Poulet nouveau à l'Américaine.  
Salade.  
Pêches Melba.

#### Why Should Central Park Trees Be Eaten Bare?

Katen Bare?

To THE EDITOR OF THE SUN.—Sir: I took a walk through Central Park to-day and found a number of trees that were almost bare of leaves and with caterpillars all over them.

If no one else is interested, perhaps your paper might mention the matter.

EMIL E. LONDE.  
NEW YORK, July 17.

#### The Embargo.

To THE EDITOR OF THE SUN.—Sir: In regard to embargo on foods destined to be sent to Germany, I am of the opinion that it is certainly not sufficient protection to ourselves to see that any food we export to any neutral country does not eventually go to Germany.

To protect ourselves fully we should prohibit all exports of food of any kind to every country except the United States and other square riggers. Not in twenty years have I seen so many square riggers in New York harbor at a time. Below Governors Island at the anchorage were eleven schooners, two, three, four, five and six masted. I forgot the steamships. Indeed, New York harbor these days is a fine sight for any man or woman who knows of seafaring. One day last week I counted sixty-six deep sea merchant craft at anchor, besides the harbor craft, tugs, lighters, barges and little windjammers. I doubt if so many merchant craft were ever seen before at anchor in any port of the world. PHILIP R. DILLON.  
KEANSBURG, N. J., July 17.

#### An Oregon War Slogan.

To THE EDITOR OF THE SUN.—Sir: To "em" and to "em" again. And to "em" and to "em" again. If we don't win when we get to "em" Let's up and at "em" again.

From the *Harvardian* correspondence of the *Waterbury American* of July 17.

The Fourth of July passed off very quietly in town. F. J. Barber had family and Robert Scott and family spent the day at Compocon.

#### PLAIN TALK TO PRO-GERMAN SYMPATHIZERS AMONG AMERICAN JEWS.

The Experiences of Jews in the Allied Countries Contrasted With Their Treatment in Teutonic Countries.

From the *American Israelite*.

Being a regular subscriber and an interested reader of your valuable paper, I take the liberty of criticizing the publication in your paper of an article as appeared in your issue of June 25 by Dr. Gottfried Deutsch, under the caption of "What Is Doing in England."

Before this country was in war with Germany Dr. Deutsch frequently published articles against Russia and Rumania about their treatment of the Jews—this, of course, during the autocratic régime. But now that we are at war with Germany, I submit that the publication of such articles reflecting on any of our allies in